



PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE



N° D'IMPRIMÉ C63209640

EXEMPLAIRE REMIS A L'USAGER

| NATURE DU CONTRÔLE | | (3) DATE DU CONTRÔLE | N° DU PROCÈS-VERBAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Contrôle technique périodique | | 12/11/2024 | 24033050 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (7) RÉSULTAT DU CONTRÔLE | | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Défavorable pour défaillances critiques | | <p>Défaillances critiques : 5.2.3.d.3. PNEU : Corde visible ou endommagée AVD</p> <p>Défaillances majeures : 5.2.3.d.2. PNEU : Pneumatique gravement endommagé, entaillé ou montage inadapté AVG 5.2.3.e.2. PNEU : L'indicateur d'usure de la profondeur des sculptures est atteint ARD, ARG 8.4.1.a.2. PERTES DE LIQUIDES : Fuite excessive de liquide autre que de l'eau susceptible de porter atteinte à l'environnement ou constituant un risque pour la sécurité des autres usagers de la route AR</p> <p>Défaillances mineures : 4.5.2.a.1. RÉGLAGE (FEUX DE BROUILLARD AVANT) : Mauvaise orientation horizontale d'un feu de brouillard avant AVD 6.2.1.a.1. ÉTAT DE LA CABINE ET DE LA CARROSSERIE : Panneau ou élément endommagé AVG, ARD 6.2.10.a.1. GARDE-BOUE, DISPOSITIFS ANTI-PROJECTIONS : Manquants, mal fixés ou gravement rouillés AVD 6.2.13.b.1. AUTRES OUVRANTS : Détérioration AV 8.2.22.c.1. OPACITÉ : Le relevé du système OBD indique une anomalie du dispositif antipollution, sans dysfonctionnement important Code(s) défaut(s) standard(s) relevé(s) concernant le dispositif antipollution : P14A3 P14A2</p> <p>Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 : 05/10/2018 : 266549 km / 07/07/2020 : 288389 km / 25/11/2022 : 333353 km</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12/11/2024 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE DU PROCHAIN CONTRÔLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Contre-visite | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IDENTIFICATION DU CENTRE DE CONTRÔLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N° D'AGRÈMENT : S006C169 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (9) RAISON SOCIALE : SAS AUTO BILAN SLV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (3) COORDONNÉES : 55 RUE CLAUDE BERNARD ZI SECTEUR C7 06700 SAINT LAURENT DU VAR Tél : 0492042020 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (9) IDENTIFICATION DU CONTRÔLEUR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N° D'AGRÈMENT : 006C1259 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNATURE :  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IDENTIFICATION DU VÉHICULE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (2) Immatriculation et pays | Date d'immatriculation | Date de 1 ^{ère} mise en circulation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FA-092-FT (F) | 09/09/2018 | 30/06/2008 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Marque | Désignation commerciale | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B.M.W. | SERIE 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) N° dans la série du type (VIN) | (5) Catégorie internationale | Genre | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WBAUD71030P258322 | M1 | VP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Type/CNIT | Énergie | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 187 UD71 AA | GO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Document(s) présent(s) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Copie du certificat d'immatriculation visée par un vendeur professionnel | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (4) KILOMÉTRAGE RELEVÉ | | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 359757 | | <table border="1"> <thead> <tr> <th></th> <th colspan="2">AVANT</th> <th colspan="2">ARRIERE</th> </tr> <tr> <th></th> <th>G</th> <th>D</th> <th>G</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>Ripage (-8 à +8 m/km) :</td> <td colspan="4">-0.1 m/km</td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td colspan="2">7 %</td> <td colspan="2">3 %</td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">742 daN</td> <td colspan="2">688 daN</td> </tr> <tr> <td>Frein de service</td> <td colspan="4"></td> </tr> <tr> <td>Forces de freinage :</td> <td>300 daN</td> <td>309 daN</td> <td>217 daN</td> <td>246 daN</td> </tr> <tr> <td>Déséquilibre (<20%) :</td> <td colspan="2">3 %</td> <td colspan="2">12 %</td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>300 daN</td> <td>309 daN</td> <td>217 daN</td> <td>246 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥50 %) :</td> <td colspan="4">74 %</td> </tr> <tr> <td>Frein de stationnement Taux d'efficacité (≥18 %) :</td> <td colspan="4">25 %</td> </tr> <tr> <td colspan="5">Émissions à l'échappement</td> </tr> <tr> <td colspan="5">Opacité des fumées(2.5 m-1) C1:<0.1 m-1 C2:<0.1 m-1</td> </tr> <tr> <td colspan="2">Feux de croisement (-2.5 % à -0.5 %) :</td> <td colspan="3">-1.8 % -0.5 %</td> </tr> <tr> <td colspan="2">Feux de brouillard avant (-3.5 % à -1.0 %) :</td> <td colspan="3">-3.0 % +2.0 %</td> </tr> </tbody> </table> | | | | AVANT | | ARRIERE | | | G | D | G | D | Ripage (-8 à +8 m/km) : | -0.1 m/km | | | | Dissymétrie suspension (≤ 30%) : | 7 % | | 3 % | | Forces verticales : | 742 daN | | 688 daN | | Frein de service | | | | | Forces de freinage : | 300 daN | 309 daN | 217 daN | 246 daN | Déséquilibre (<20%) : | 3 % | | 12 % | | Forces de freinage (efficacité) : | 300 daN | 309 daN | 217 daN | 246 daN | Taux d'efficacité global (≥50 %) : | 74 % | | | | Frein de stationnement Taux d'efficacité (≥18 %) : | 25 % | | | | Émissions à l'échappement | | | | | Opacité des fumées(2.5 m-1) C1:<0.1 m-1 C2:<0.1 m-1 | | | | | Feux de croisement (-2.5 % à -0.5 %) : | | -1.8 % -0.5 % | | | Feux de brouillard avant (-3.5 % à -1.0 %) : | | -3.0 % +2.0 % | | |
| | AVANT | | ARRIERE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | G | D | G | D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ripage (-8 à +8 m/km) : | -0.1 m/km | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dissymétrie suspension (≤ 30%) : | 7 % | | 3 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forces verticales : | 742 daN | | 688 daN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Frein de service | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forces de freinage : | 300 daN | 309 daN | 217 daN | 246 daN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Déséquilibre (<20%) : | 3 % | | 12 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forces de freinage (efficacité) : | 300 daN | 309 daN | 217 daN | 246 daN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Taux d'efficacité global (≥50 %) : | 74 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Frein de stationnement Taux d'efficacité (≥18 %) : | 25 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Émissions à l'échappement | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Opacité des fumées(2.5 m-1) C1:<0.1 m-1 C2:<0.1 m-1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Feux de croisement (-2.5 % à -0.5 %) : | | -1.8 % -0.5 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Feux de brouillard avant (-3.5 % à -1.0 %) : | | -3.0 % +2.0 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PROCÈS-VERBAL N° : | DATE : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N° D'AGRÈMENT DU CENTRE : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |